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OUR STANDARD BLEND OF  
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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

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[a1342]

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Hongkong, 1st October, 1905. [a1412]

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Hongkong, 4th September, 1905. [2053]

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Hongkong, 17th May, 1905. 122

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Hongkong, 28th September, 1905. [a26]

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Hongkong, 16th August, 1905. [1905]

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Hongkong, 24th July, 1905. [a1729]

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Hongkong, 31st October, 1902. [a4]

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(HOTEL-SANITARIUM OF SOUTH

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HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

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Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Heungshan*), daily to and

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2411 THE MANAGER.

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a2055

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Hongkong, 28th August, 1905. 1433

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**MERCHANTS.**

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**BASS' ALE, GUINNESS' STOUT,**  
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"BULLDOG" in China	8, pils \$24		pts \$3.00
"BULLDOG" Guinness Stout	12, splits \$27		splits \$2.40
"BULLDOG" Guinness Stout	8, pils \$24		pts \$3.00
Do.	12, splits \$28		splits \$2.40

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ESTABLISHED A.D. 1841.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of THE PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
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P.O. Box, 33, Telephone No. 12

## BIRTHS.

On 27th August, at Sutton, Surrey, the wife of ALEX. CUMMING, of a daughter.  
On 22nd September, at Shanghai, the wife of F. A. SAMMONS, of a son.  
On 25th September, at Shanghai, the wife of H. J. WALKER, of a daughter.

## DEATHS.

On 23rd September, at Shanghai, FREDERICK STEPHEN RAMSAY, to LOUIE ELISE, second daughter of Captain JAMES GRAY, Shanghai.

On 23rd September, at Shanghai, J. W. L. WALLACE, late 2nd officer of s.s. *Shengking*, China Navigation Co.

HONGKONG OFFICE: 10A, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, OCTOBER 3RD, 1905.

We have waited for some further explanation of REUTER'S telegram of the 25th September about the foundation of a new naval base at Singapore. That Admiral FISHER'S policy of centralisation of our naval armaments is, in principle and from a belligerent point of view, perfectly correct is not to be denied. An army or a navy scattered in small detachments over a large extent of territory loses in efficiency and power, and the nearer to the point of supply, other things being equal, such a base is situated, the greater is the advantage. Like the force of gravity the efficiency becomes here actually in the inverse proportion of the square of the distance. What the carrying out of the scheme demands, however, in other particulars, is noteworthy. If the fleet of England were an indefinite quantity, the forming of any particular base could be undertaken without consideration for other localities; but of course the fleet of England, though the most numerous amongst the nations, has its limits, and strengthening one point implies necessarily weakening others. Halifax,

Esquimaux, Trincomalee and Weihai are those named for abatement. Here of course there is room for much difference of opinion. In the old days of wind-jammers, Halifax was, of course, for the Navy most important base whence to look after the east coast of America. In those days of twenty-knot cruisers and innumerable submarine cables, it is as easy to watch the coast from Plymouth or Beershaven. But why reduce Esquimaux? Esquimaux has innumerable advantages which Singapore can never hope to attain. One thing at least is important—it is within call of a military force, either from Canada or from the home country itself. It looks out over the Pacific in a way which Singapore cannot rival; it has a safe refuge in King George's Sound should a misfortune ever occur, and it has within itself the means of refitting, or even rebuilding a navy. Trincomalee is within reach any time of

Aden or Bombay, so as a base it probably is only standing in the way of some more suitable gathering place. Of Weihai as a naval base there is not a word, except its salubrity, to recommend it. When taken possession of, it was a useful advantage guard, but as a base, it is not only at the extreme limit of distance, so that instead of nursing the Fleet it would require to be nursed by it; but it has actually no military resources of any kind to fall back on. So much we unhesitatingly acknowledge. Yet in stating the other day that the abandonment of Weihai would be an act of criminal folly on the part of any Minister who recommended it, we by no means stultify our opinions. The importance of Weihai as an advanced station was very apparent two years ago. That it has for the present ceased to be obvious does not argue any alteration in the position of Weihai, but merely that in the present condition its military serviceableness has ended. Mainly, Weihai in English hands was intended as a counterpoise to Port Arthur in Russian hands; that contingency has departed, let us hope, in the interests of the world at large, for ever.

But England has never sought to pose as a military nation, nor does she desire to coerce her neighbours in any way; in fact, the more prosperous are her neighbours the better for her own interests. That, of course, is the true explanation of England's efforts in the cause of peace; and also the true cause of her having to be at all times prepared to second them by force of arms, if necessary. This is also the chief cause of the importance of Great Britain retaining her position in Weihai. Conceit it as they may under the cover of smooth generalities, there is no doubt that the partition of China is the ultimate hope of more than one Continental Power; the occupation by Great Britain of Weihai has acted hitherto as a salutary check on these designs; her abandonment of it as a thing of no moment would remove the curb, and unloose the demon of discord. This is felt and comprehended by everyone outside the immediate influence of the British Government itself; and we do not confine our remarks to any party in England, nor even to England herself, but include the entire world.

Now the abandonment of the project of making a naval base at Weihai, for it never was anything more than a project, by no means logically demands a retirement from the position, any more than the like abandonment of Halifax implies the yielding up of Nova Scotia to the first claimant. It has never been the practice of England, however it may have recommended itself to Continental Powers, to gird her possessions with fortifications. It may not be true that

"Britannia needs no bulwarks;  
No towers along the steep;"  
but she has always acted as if she could more efficiently protect herself by concentrating her forces rather than by scattering them at every post needing defence. It might have been wiser policy on the part of Russia to have had no forts at Port Arthur, as recommended by General KUPNIKIN, than to have lost a campaign through defending them. Even though Weihai be the finest sanatorium in the world, in war time England cannot afford to intern her troops and sailors. But Weihai has other claims to our consideration besides being one of the best health resorts in the world. Commercially it is the key of the Gulf of Pechili, and the Gulf of Pechili commands the entire trade of North China, and not only this but the entire sea-borne trade of Manchuria and Mongolia. This, by the result of the late war, has fortunately been rescued from destruction. It is true that up to this Weihai has given no indication of its capacity for commerce, but that is little

wonder when we consider the disabilities under which by the vacillating policy of the British Government it has laboured, and the insecurity of the tenure, which forbade the expenditure of any capital beyond the necessities of the day. Weihai, it is well to remember, faces the Pacific and it is in connection more especially with Pacific trade which does not pass Hongkong that its future will rest. The open lone Pacific, never ploughed from year's end to year's end by a merchant keel, has now become the highway of the untions. There is well within the memory of many living residents in China the time when it was uncrossed by a steamer. Now the map is scored with the numerous lines of regular ocean steamers which within the last twenty years have commenced to ply profitably on its bosom. Here really is the future opportunity of Weihai. Are we, for a philosophic fall, for it is nothing more, to cast the opportunity to the dogs?

To-day Mr. F. Browne lectures at the Sanitary Institute on the subject of "Physics and Natural Forces."

Four cases of enteric fever (three imported) were the only cases of communicable disease in the Colony up to Sept. 30.

Yesterday the local police authorities passed a large number of "undesirables" through their hands—31 of whom had come from Saigon and 10 from the Straits Settlements. Their descriptions were taken and they were despatched to various coast towns.

Return of visitors to the City Hall Library for the week ending the 1st October, 1905.—

	Library.
Non-Chinese	162
Chinese	49
Total	211

Mr. Hal George, the advance agent of the Fitzgerald Circus, has arrived in the Colony from Shanghai, and is proceeding to Manila to make the necessary arrangements for a season there. Mr. George informs us that the Circus has been having a very successful time in Shanghai.

According to a telegram published in the *Eastern Times* (Shanghai), their Excellencies Viceroy Chou Fa of Nanking, and Lu Yan-ting, of Soochow, have received telegraphic instructions from the Throne to "confer together as to the best methods for purchasing the foreign portion of the capital in the Shanghai-Nanking Railway."

The C.M.S. *Kunming*, which arrived at Shanghai on September 28 from Newchwang and Chefoo, reported: On the 20th instant destroyed two floating mines, and on the 24th instant, with the Hotchkiss gun supplied by the Coast Inspector. All three mines were within a radius of fifteen miles of the Liaotshan Promontory.

Mr. Oliver Brinbridge, who lately went into China to collect information about the Jews of China, writes from Kuitingfu, Honan, intimating that he has obtained photographs and other data of footprints "obliterated by the tramping of untold thousands." We regard this as a distinct achievement, and shall be glad to have full particulars when he returns to Hongkong.

The *Standard's* Lisbon correspondent states that a fire broke out in the beautiful park attached to the Portuguese Royal Palace at Anfois and destroyed a large amount of property. It was only with great difficulty that the palace was saved. It is stated that about 5,000 valuable old trees have been burned. The flames reached a great height and could be seen all over Lisbon. The property which has been lost was worth an enormous sum.

On September 21st, a general meeting of the Toyo Kisen Kaisha adopted a proposal to increase the company's capital by yen 6,500,000, for the purpose of building two steamers of 12,000 tons each for the service between Hongkong and San Francisco. The net profit for last half-year was declared at yen 235,587, including yen 20,598 brought over from last account. Of this sum, yen 16,000 was placed to the reserve, yen 135,000 was allotted for a dividend at the rate of 12 per cent per annum, and the balance of yen 24,587 carried forward to next account.

The *N.C. Daily News* of Sept. 29 reports: Curious proceedings were witnessed at the Portuguese Consulate yesterday. John M. Machado was charged with stealing a watch and chain valued at \$25 from Jose M. Machado, at 60, North Szechuen Road. Although the accused had been sentenced at this Court on a previous occasion, the Portuguese Consul refused to recognise him on the ground that he had not registered in accordance with instructions given him at the hearing of the previous case. The accused will probably be brought up at the Mixed Court.

At the Police Recreation Club at Happy Valley on Saturday, Mrs. F. J. Buley presented the prizes recently won in the tennis and bowls tournaments. Constable Edwards, who won first prize in the tennis singles was presented with a handsome cigar case, while the second prize, a gold ring, was presented to Detective Clyde. Messrs. Pitt and Mackenzie were awarded the prizes presented for the doubles, while in the bowling tournament the first prize, a set of bowls, went to Inspector Ritchie, and the second, a cigar case, to Inspector Gould.

Sunday November 26 is the day fixed for the next international walking competition at Shanghai. Sunday was chosen as the day most convenient to the majority. The primary object of the contest is to revive interest in walking as a sport, but the international aspect of the competition is of considerable importance. The competition is open to teams of four members of any one nationality who are duly registered at their respective consulates. Prizes will be given to the first ten competitors completing the course and, in addition, to the first, second, and third complete teams to arrive.

The *Globe* says:—As a result of the conference between President Roosevelt and Mr. J. Pierpont Morgan, the Chinese Development Company held a meeting in New York, and ratified the sale of the Canton-Hankow Railway back to China. It may be said that this plan was arranged at the meeting between the President and Mr. Morgan, and is satisfactory to all concerned. The price paid for the railway and the concession to build for 800 miles in the interior was 6,500,000 dollars. Mr. Morgan only accepted the arrangement in view of the fact that the attitude of China rendered no other course possible, with due regard to the interests of the stockholders.

Those on board a certain small private steam yacht had rather an exciting thirty seconds yesterday afternoon. On leaving the west side of Blake Pier, it found its exit barred by two approaching yachts, and with the object of clearing the pier before the craft on the eastern side, the *Wing Lee*, reached the structure, the proprietor ordered full steam ahead and darted across the bow of the *Wing Lee*. The latter, had on a little more speed than he had apparently calculated, and caught the little yacht amidships, and pinned her against the pier. For a second or two, it was held in this grip, but it seemed to shake itself free and struggle through into the open water, where doubtless there were congratulations on a narrow escape.

A correspondent points out in a London paper that "as might have been gathered from the recent 'rush' when the Tea duty was lowered, Britons are, as a nation, by far the heaviest tea-tippers in the world. Some recent statistics published by the United States Government show that each Briton consumes six pounds of tea within the year. On the other hand, the Americans eat Great Britain handsomely in coffee, getting through 111 lbs. each annually. Germany drinks most beer—1.38 litres per person per year, and France most wine—1.56 litres. And, finally, reflects the *Japan Chronicle*, there is ample room for thought in the fact that every Russian drinks, on an average, 5½ litres of vodka in the same period.

The following story is published in the *Korea Daily News* as coming from North-East Korea, where hears are reported to be numerous this year:—Two prospectors, a Chinaman and a Korean, found traces of a bear that had been raiding a corn field near their camp. They prepared a bait by placing dynamite detonators in eggs and laying them about in the field frequented by the bear and concealed themselves near by. After a short wait the bear came down from the hills for his evening meal of green corn and finding the delicacy prepared for him at once proceeded to do justice to it with the result that one or more of the detonators exploded, blowing his jaws to pieces, after which he was easily dispatched with a firelock.

## THE FORTHCOMING FLOWER SHOW.

THE CHILDREN'S PRIZE.  
The committee of the Flower Show have accepted the suggestion and offer made by "Old Adam" in the *Daily Press*.  
This means, therefore, that young people (any resident's son or daughter not over 15 years of age) may begin preparations to show a window-box or verandah-box of flowers for competition. The first thing to do is to write to Mr. S. T. Dunn, the Hon. Sec., of intention to compete. In due course, Mr. Dunn will no doubt notify the necessary further particulars, amount of prize or prizes, and so on. The Committee has still certain details to arrange.

## HONGKONG CRICKET CLUB.

The first match of the season will take place on Saturday the 7th instant after tea at 12.30 p.m. between the 1st Eleven and next 22. The following are the teams:—

1st ELEVEN.—R. E. O. Bird, Major Chichester, W. Daniel, Harry Hancock, Captain Kricknbeck, Major Lewis (Molton), Lt. Lumsden, R.A., Major Pedley, R.W.K.R., Captain Smith, A.D.C. and W. D. C. Turner.  
TWENTY TWO.—T. S. Smith (capt.), R. A. E. Ponsbury, W. W. G. Ross, J. Hooper, N. Rutherford, H. G. C. Bailey, F. C. Butcher, T. C. Gray, Captain Noble, R.N., Dr. C. Forsyth, E. A. Fowler, Dr. J. H. Swan, Geo. P. Lammert, J. A. Woodgates, A. G. M. Fletcher, Dr. E. H. Kew, A. O. Lang, H. H. Taylor, Mjr. Williamson, A.S.C. and Lt. Lucas, E.A.  
Members desirous of playing in the twenty two are asked to communicate with the secretary.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 2nd at 11.10 a.m. The barometer has risen over China, and is little changed elsewhere. Pressure is high over Central and Northern China, and continues relatively low over the Pacific to the S.E. of Formosa.  
Gradients are rather steep over the Formosa Channel where strong N.E. winds will prevail. Fresh N.E. and N. winds may be expected over the N. part of the China Sea.  
Forecast:—Moderate N. winds; cloudy, some rain.

## TELEGRAMS.

"DAILY PRESS" SERVICE.]

## DE WITTE HONOURED.

LONDON, 2nd October.  
M. de Witte has been made a count.

## THE HUNGARIAN SITUATION.

LONDON, 2nd October.  
The political deadlock continues in Hungary.

## THE SUEZ CANAL.

LONDON, 2nd October.  
It is expected that traffic through the Canal will be resumed on the 5th instant.

## "NATAL" LAUNCHED.

LONDON, 2nd October.  
The "Natal" was launched on Saturday.

[REUTER'S SERVICE.]

## THE SUEZ CANAL.

LONDON, 29th September.  
Further explosions to complete the demolition of the *Chatham* are required. Traffic will probably be restored in ten days.

## AUSTRIA-HUNGARY.

LONDON, 29th September.  
Baron Fejervary has been re-appointed Austrian Premier.

LATER.

In the Reichsrath, M. Gantsch stated that the Government proposes to Hungary that the respective Parliaments shall appoint deputations to meet in the spring, to discuss a revision of the laws of 1867, and for regulating the joint affairs of the two countries; he said that he was convinced a revision would benefit both, and the monarchy as a whole.

## PROPOSED PRESENTATION TO ADMIRAL Togo.

LONDON, 29th September.  
At the Nelson Centenary meeting in the Albert Hall on the 21st October the British and Foreign Sailors Society propose to band the Japanese representative a bust of Admiral Lord Nelson, on a pedestal made from oak of H.M.S. *Victory*, for transmission to Admiral Togo.

## SHANGHAI BREAD SUPPLY.

AN INTERESTING PHENOMENON.  
The following letter to the *North China Daily News* explains itself:—  
Sir,—On several occasions my appetite at breakfast has been considerably weakened by seeing a particularly repulsive-looking insect emerge from the loaf of bread after cutting the latter.

There can be no doubt whatever that this little beast had been baked with the bread, and that like the three individuals mentioned in the book of Daniel had come forth unharmed. Beyond a passing interest which this may have for scientists, it does not vary much from the ordinary person, but I take it that most of us would prefer that our bread should not serve as host to such unappetizing tenants, and I would suggest that our bakeries might very well be inspected as well as our dairies.  
I cannot name the insect, but it evidently belongs to the family Blattidae, and is consequently a near relation to our ubiquitous friend the cockroach, usually but erroneously known as black beetle.

I am, etc.,  
GEO. BUTLER.

20th September.

## SURVIVORS OF TSUSHIMA BATTLE.

INCREDIBLE TREATMENT.  
A writer in the *St. Petersburg Globe* draws an almost incredible picture of the demeanour of the naval authorities towards the survivors of the Battle of Tsushima which was described in the battle of Tsushima, declaring that they are doing their utmost to humiliate and deride those already humiliated and injured through no fault of their own. "You cannot imagine the treatment to which we are being subjected," said a young officer of one of the Baltic cruisers to the writer. "It makes one feel ashamed of wearing our uniforms. God grant that I may get to some out-of-the-way place where I can forget everything. For more than a year we did work equal to penal servitude. Our crews worked 18 hours a day, carrying coal, transporting it in small boats in the ocean, languishing under a tropical sun, feeding on salt meat and preserves. During eight months we lived in dirt, slept in rubbish. During eight long months not a single night passed without alarm, without expecting an enemy's attack. And before we had still greater labour and privations in blacked Vladivostok in case we succeeded in reaching it. And reproaches and insults are our only reward. You know the rough nature of our sailors. Well, our chiefs have succeeded in touching them to the quick by their humiliating invectives, and I have seen them cry, broken down by this new kind of welcome from their mother country after the labours they have undergone. Truly, we envy those who were killed or drowned."

At the offices of the Public Works Department yesterday afternoon the letting of Island Lot No. 1744 was put up for sale by public auction. There was only one bidder, Mr. P. Julian, to whom the lot was sold for \$1,300, \$20 more than the upset price.

## CANTON.

[FROM OUR CORRESPONDENT.]

## REBELLION QUELLED.

Sept. 30.  
It is reported that the rebels in Tsing Shing and Loong-Moon districts have been dispersed. Commodore Li Tung Shuet returned to Canton on the 27th.

## NEW MINISTER TO BELGIUM.

It is reported that Li Sing-To has been appointed to represent China at the Belgian Court, Chou Tsung Sang's appointment to the post having been cancelled on the 28th inst.

## "THE MACAO CRABS."

The seismic disturbances which have been felt at late at Hongkong, Canton and Macao, have given rise to more than the usual myths. The famous dragon whose privilege it has been to give an occasional shock to the earth's crust is not held responsible for the recent scare in Macao and elsewhere. Some Chinese attribute the last shocks to the water-dragon of Canton whose anger has been raised by the reclamation works. Coolies are dumping daily boat-loads of sand and stone on the poor dragon's back, and the beast naturally feels hurt.

It appears, however, that the real causes of the earthquakes were the Macao Crabs! Here is the story: Close by the hot-springs in the neighbourhood of Macao stands a small village wherein lives an old woman who has the misfortune to be the mother of an unworthy young man whose sole occupation is fishing. A few days previous to the first earthquake shock experienced in Macao, the young man returned home with a couple of crabs and a few small fish. Nothing extraordinary was noticed at first, but when the crabs had been boiled one of them presented a peculiar appearance, as on its red background of its shell stood in bold relief a design in white which resembled a Chinese character. Neighbours were called and the wise man of the village soon explained that it was the King of the Crabs that had found its way into the old woman's kettle. The village prophet thereupon predicted that some great calamity would visit the unfortunate village. Meanwhile the crabs of Macao and neighbourhood having learnt the fate of their King, assembled in great numbers. Filling-up every available hole, and started to shake the earth. Thus was their displeasure at the death of the King Crab clearly shown!

REMOVAL OF YAMEN PAPERS AND TREASURE.  
Some time ago Viceroy Shun received an imperial order to abolish the Grain Tax Yamen. The order was carried out yesterday. This department has ceased to transact business and all the official documents, papers, seal and treasure were removed to the Provincial Treasurer's Yamen under the surveillance of a police official.

A MODERN MILITARY DEMONSTRATION.  
At about 10 a.m. to-day, residents on the Shamoon could witness a grand procession of about a thousand military scholars from the various official colleges, marching gaily along the Shamoon Canal Street, the Sha-ke-tai-kai. As usual there was a grand display of banners and flags bearing various mottoes. The boys were all dressed in khaki uniforms and wore white caps. Each section was accompanied by its officials (Japanese military officers and instructors). Crowds of coolies and onlookers thronged the road on both sides to witness the procession of these juvenile warriors.

MILITARY B.A. IN TROUBLE.  
Recently, Viceroy Shun gave instructions to the Magistrates of all the districts under his jurisdiction, to enquire into and report on the conduct of the gentry in their respective districts, and to find out if any of them are harbouring bandits or other evil-doers.

The Wo Ping Magistrate has brought the following facts to the notice of the Viceroy: A military Bachelor, Chai Chew-kue, is inciting the people of his district to join the Triad Society and has joined the Bandit-chief Ip Ching-shan, who has selected Ting-Nam as his headquarters for the purpose of creating a rebellion. Chai will no doubt be severely dealt with if arrested.

## THE SHANGHAI MIXED COURT.

Lieut. General Mesny, writing on the subject of the above in his Chinese Miscellany, refers to the Court in the following terms:—

In this cosmopolitan establishment tender footed griffins of both Hemispheres are allowed to exhibit an amount of concentrated essence of legal incapacity which would never be tolerated in any other civilized part of the world. The most recent cause celebre, a coming case, passed through the Mixed Court that has attracted our attention has been the scandalous case in which two unfortunate native artisans, to wit Chin Shun-yuan 金順元, and Chou Ah-ching 周阿慶, have been illegally condemned to long terms of imprisonment.

"These two unfortunate men have been most illegally arrested, accused, prosecuted, tried, condemned and sentenced on the ground that they had been employed by certain Chinese officials to coin Chinese copper cents called 'ten cash pieces' which were really worth only three cash each."

"If these men were offenders it must have been against Chinese law, and so the proper people to prosecute and condemn them were the Chinese officials, not the Shanghai Municipal Council nor a British Vice-Consul; so their imprisonment is illegal and they ought to be released and compensated for the injustice done them."

"The Mixed Court Chinese Magistrate has admitted that the prisoners Chin Shun-yuan and Chou Ah-ching have been illegally imprisoned and he is willing to release them but the British Vice-Consul objects to the men being released, because—well, because—that would reveal—"







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor.

## NEW ADVERTISEMENTS

W. DOMINICH.

P.P.C. 2262  
AGENTS WANTED by a London Firm of SHIPPERS, COMMISSION MERCHANTS and BUYERS for Colonial Firms, for Soft Goods, Hardware and General, to push trade in China. An established firm with good connections preferred. Full particulars to JEPSON & SCHROEDER, 69 Milton Street, London, England. 2263

## NOTICE.

WE have this day established ourselves as GENERAL IMPORTERS, EXPORTERS and COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central. 2264

J. WATT JAMESON & CO.  
MARINE  
SALVAGE  
ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL EFFICIENT SALVAGE MACHINERY. CONTRACTS UNDERTAKEN. TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

The Company has the powerful steamer City of Birmingham (257 Tons, 750 I.H.P.) specially equipped with necessary gear for Salvage purposes, always ready at short notice. Telegraphic Address— "SALVAGE-HONGKONG" HOTEL MANSIONS, A.I.C. 4th Edition, 4th Floor.

Agents for Messrs. SIEM, GORMAN & CO. Submarine Engineers, Makers of all classes of Diving Gear, London. Hongkong, 3rd October, 1905. 2265



To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 2 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the month of September and October. N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all outside partitions—air casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned. The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau Ma Tei service reservoir to the northern boundary of Kowloon.

G. A. WOODCOCK, Secretary. Dated this 2nd day of October, 1905. 2256

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—

Leading Articles—  
The Trade of Peking.  
The Trade of Amoy.  
The Trade of Fuzhou.  
Hongkong Shipping Competition.  
The New Anglo-Japanese Treaty.  
The Trade of Swatow.  
Canals.  
Hongkong Jetties.  
Hongkong Legislative Council.  
Local Sport.  
Hongkong Cricket League.  
Hongkong Cricket Club.  
Craigflower Cricket Club.  
The Royal Hongkong Yacht Club.  
Hongkong Hockey Club.  
Police Recreation Club.  
Hongkong St. Andrew's Society.  
A Royal Birthday.  
Supreme Court.  
The King's English.  
Macao.  
Market and Middlemen at Wharves.  
Treaty Ports or "Trading Centres."  
The China Association.  
Companies—  
The Douglas Steamship Co., Ltd.  
Canton and Hongkong Ice Co.  
William Powell, Ltd.  
Canton Insurance Office, Ltd.  
Canton.  
Correspondence.  
Griffins and their Expenses.  
New Roman Catholic Bishop.  
Present time at Kowloon Docks.  
Police Court.  
Review.  
A Chinese "House of Lords."  
Closing a Chinese Port.  
Alleged Murder at Kowloon.  
Undesirable Immigrants.  
Laudship on the Peking.  
The New Commodore.  
Miscellaneous.  
Commercial.  
Shipping.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 41 for three copies Cash.  
Hongkong, 3rd October, 1905.

## NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 4th Oct., will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 2nd October, 1905. [18]

STEAMSHIP "OCEANIC." COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Dordogne* from Bordeaux ex s.s. *Ville de Cite* and *Ville d'Arras* in conjunction with above steamers are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 p.m., at 3 p.m. requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 9th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 9th inst., or they will not be recognised. All damaged packages will be examined on Monday, the 9th inst., at 3 p.m. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 2nd October, 1905. [2]

INTIMATIONS. NOTICE.

WE have this day established ourselves as MERCHANTS. OTTO BECKER & CO. Canton, Shanghai, No. 142, 1st October, 1905. 2255

## NOTICE.

WE have this day REMOVED our Office to 3rd Floor KING'S BUILDING, Connaught Road. MEYER & CO. Hongkong, 1st October, 1905. [2256]

HEAD AGENCY OF THE JAVA - CHINA - JAPAN LINE.

THE OFFICES have to-day been REMOVED TO YORK BUILDINGS First Floor. Hongkong, 1st October, 1905. [2257]

## LOST.

A LARGE, CURLY-HAIRED, DARK-GREY AIREDALE TERRIER, License No. 2,144 on Collar. Reward. Notify C. C. SCOTT, Care of Messrs. Butterfield & Swire. Hongkong, 28th September, 1905. 2255

CHINESE IMPERIAL GOVERNMENT 7 SILVER LOAN OF 1896, "E."

## 35TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be payable at the Office of the Corporation on or after the 30th September, 1905.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned. For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents issuing the Loan, J. R. M. SMITH, Chief Manager. Hongkong, 30th September, 1905. [2257]

## HONGKONG BENEVOLENT SOCIETY

GRAND PROMENADE CONCERT on the VOLUNTEER PARADE GROUND, (Near Tramway Station) on SATURDAY, 7th OCTOBER, 1905, at 8.15 P.M.

Tickets ... .. \$2 and \$1. Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the Committee of the Hongkong Benevolent Society. Hongkong, 1st October, 1905. 2258

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th OCTOBER, 1905, at 12.15 P.M. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 30th September, 1905. [2259]

## QUAN WAH &amp; CO.

GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th January, 1905. [1682]

## FOR SALE, VERY CHEAP.

"STONYHURST" and the THREE HOUSES on Magdalen Terrace, Magazine Gap. Area about 8,000 square feet. In One Lot or Singly, Portion of Purchase money to remain on Mortgage if required. Apply to—AHMET RUMAHN. Hongkong, 18th September, 1905. [2112]

## PUBLIC COMPANIES

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong. JOHN D. HUMPHREYS & SON, Liquidators. Hongkong, 22nd September, 1905. [2181]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 9th OCTOBER to the 19th OCTOBER, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 15th September, 1905. 2136

## CANTON INSURANCE OFFICE, LD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (Noon) on FRIDAY, the 20th Oct. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 10th proximo, both days inclusive. JARDINE, MATHESON & CO., General Managers. Canton Insurance Office, Limited. Hongkong, 22nd September, 1905. 2231

## AUCTION PUBLIC AUCTION.

M. GEORGE P. LAMBERT has received instructions to sell by Public Auction on MONDAY, the 9th October, 1905, at 3 P.M., at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, namely—

A (three) pieces or parcels of ground situated at Victoria aforesaid, registered in the Land Office as Section A of Inland Lot 1,115. Area 1,967 square feet or thereabouts; term 99 years; Annual Crown Rent \$77.00; together with the messuage thereon known as No. 40, Caine Road, Victoria, aforesaid. For further particulars and conditions of sale apply to—

JOHN ON, STOKES & MASTER, Solicitors for the Mortgagees, or to GEO. P. LAMBERT, Auctioneer. Hongkong, 22nd September, 1905. [2184]

## BOARD AND RESIDENCE

## BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate terms. Apply—M. C. Care of "Daily Press" Office. Hongkong, 25th September, 1905. [2197]

## FIRST-CLASS BOARD &amp; RESIDENCE

## AT "BRASSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, large airy and well furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road, (late of "Tung Yuen"). Hongkong, 27th June, 1905. [1535]

## BOARD AND RESIDENCE.

## MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September, 1905. [2165]

## FURNISHED ROOMS.

## TO LET.

FURNISHED ROOMS (Comfortable, and with Every Convenience) in a Quiet Private House in Kowloon. Apply to—F. G. Care of "Daily Press" Office. Hongkong, 27th September, 1905. [2221]

## TO LET.

## WELL FURNISHED BEDROOM.

without board, in a good locality in Kowloon. Apply to—"B" Care of "Daily Press" Office. Hongkong, 28th September, 1905. [2228]

## TO LET.

## TO LET.

## WITH IMMEDIATE POSSESSION.

GODOWN (Suitable for Dry Goods storage). Cheap Rental. Queen's Road Central. Apply to—"W" Care of "Daily Press" Office. Hongkong, 30th September, 1905. [2249]

## OFFICE TO LET.

FIRST FLOOR, No. 54-56, Queen's Road Central, now occupied by Mr. H. N. FEENEY, Barrister-at-Law. Possession 1st October. For particulars apply to—N. MODY & CO. Hongkong, 21st September, 1905. [2175]

## TO LET.

## TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 30th June, 1905. 2261

## TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads. For full particulars, apply to—Linstead & Davis, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. 47

## TO LET.

AT SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Apply to—Mrs. G. ALLEN— or to Mrs. H. WHITE, No. 1, Blue Buildings. Hongkong, 17th September, 1905. [2222]

## TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Rooms House, with Tennis Court. Apply to—C. F. DE CARVALHO, Hongkong, 19th August, 1905. [192]

## TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession. A ROOM in COLLEGE CHAMBERS. Immediate possession. SPACIOUS GODOWNS, formerly known as McGregor Barnetts, fronting the Praya. 2nd FLOOR of No. 4, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York. Apply to—DAVID SASSOON & CO., LD. Hongkong, 22nd September, 1905. [2044]

## SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession from November 1st. For particulars apply to—W. BREWELL & CO., Queen's Road. Hongkong, 15th September, 1905. [1949]

## TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to—E. A. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 13th May, 1905. [119]

## TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. [1539]

## TO LET.

NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. [84]

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SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. KILPATRICK & CO. Apply to—MACLEOD, FRICKEL & CO. Hongkong, 15th August, 1905. [1889]

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## TO LET.

NO. 3, MACDONNELL ROAD. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 20th July, 1905. [1707]

## TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th September, 1905. [2063]

## TO LET.

"DUNOTTAR," THE PEAK. Apply to—Mrs. E. COOKE, Richmond House, Barker Road. Hongkong, 29th September, 1905. [2237]

## TO LET.

PART of GODOWN, Central position. With separate entrance. Apply to—B. X. Care of "Daily Press" Office. Hongkong, 29th September, 1905. [2238]

## TO LET.

## TO LET.

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NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Rooms Houses. Tennis Court. Apply to—ARRATON V. APCAR & CO., 45, Wyndham Street. Hongkong, 13th June, 1905. [1434]

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SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to—CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central. Hongkong, 19th July, 1905. [152]

## TO LET OR FOR SALE.

## DUNHEVED 33, Robinson Road.

Apply to—HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905. 953

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"THE EYRIS," Peak. 1, DES VEAUX VILLAS, Peak. Nos. 5, 6 & 21, BELLILLO TERRACE, BUNGALOW (Furnished) at New Territory, Kowloon, 4 Rooms. Low rental. 2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices. No. 22, Queen's Road Central, SHOP at present occupied by FAIRALL & Co. Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings. Hongkong, 29th August, 1905. [1936]

## TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG. Apply to—SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 12th July, 1905. 1234

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## TO LET.

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PAY-UP CAPITAL... 637,500 0 0

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## BRITISH NEW GUINEA.

### FACTS AND FIGURES.

The annual report on British New Guinea, which is now printed for the Commonwealth Government by the Government Printer of Victoria, is a most valuable publication, but the extent and variety of the information it contains both accounts for and justifies its bulk.

A couple of pages are devoted to the work of the late Acting Administrator, Mr. Christopher Robinson, showing that during the year he was directing the affairs of the Possession he was very assiduous in making himself acquainted with the territory by personally travelling through and inspecting the different divisions.

The Summaries given of the reports of the officers in charge of the different divisions make interesting reading, and the fuller details given in the individual reports contain many items which throw light upon the conditions and resources of the country, and the progress and customs of the natives. The Central Division comprises the earliest settled parts of the Possession. It was here that the London Missionary Society established itself in the early seventies, and the natives who came under the influence of the missionaries had made considerable advances on the road towards civilization before annexation. The centre of the mission was then at Port Moresby. The discovery of mineral deposits in the Eastern and North-eastern districts led to the development of a mining industry, and the progress of the settlement. It is considered, however, that when the agricultural development of the country makes a fair start, the tide of prosperity will set back to Port Moresby. The Division, we are told, comprises enormous areas of land at all altitudes, from sea-level to 13,000 ft., which is unsurpassed for tropical agriculture, and in the neighbourhood of Port Moresby there are hundreds of thousands of acres of the finest pasture land, admirably suited for raising stock. There are, in addition, numerous waterways leading into the interior, and the coastline is exceptionally well provided with sheltered harbours for ships. A considerable portion of the coastline has yet to be brought completely under Government influence, for between the mouth of the Purari River and Cape Blackwood a numerous and warlike population make landing there a hazardous enterprise. The few chief indigenous villages and the products of the division—sandalwood and rubber—are already showing signs of exhaustion. So far the mountains, only have been prospected for minerals, and that only here and there, but it is conceived that the South side of the main range will quite as well repay prospecting as the better-known side.

Samurai is the Government headquarters, and the port of entry for the Eastern Division, and it is described as a very busy and thriving little place with a constant population of Europeans and natives. Through this gateway to the division there are ever passing a number of men—brown and white, and chiefly young men, on their way to and from Australia. The chief difficulty in the divisions appears to be the native labour traffic, and the abnormally high percentages of deaths and desertions point to something radically wrong. The boys indentured for work on the new gold fields pass through Samarai, and thence such of them as return to their homes after their term of service. They do not seem to find much occasion for gloom during their currency. The death rate of native employees in the Northern Division in 1903-4 (including the missing and the dead) was no less than 23 per cent. The frequency of desertions, often resulting in recapture and retransmission to the employers, has an ominous look. One result of the opening up of the division, the Administrator notes, is that the marriage tie is not held as sacred as it was in former days.

The headquarters of the South-Eastern Division are at Muan or Woodlark Island. The expectations that this would be a rich gold-producing island have not yet been realised, but recent indications obtained by despatching a party of men to the island, and until recently the chief attention of miners was given to a place called Kalamandua, but a locality named Bual, six miles distant, is now well spoken of. "Alluvial gold," says the report, "has been obtained at the latter place for years past. It appears as though at some prehistoric epoch Woodlark formed part of a continent or large island, and subsequently became submerged. During the period of its submergence it became covered with a thick layer of coral, and in this condition it was pushed up again. At Bual the alluvial gold is found in an old river bed, and a short time ago miners might have been seen digging through the fossil bones of aquatic monsters and washing the metal out of the fragments."

In the North-Eastern Division, it is stated that the Government influence has been extended to include several new tribes, and there has been a general decrease in crime. The total trial cases being as much as 64 per cent. in comparison with the previous year.

The Northern Division is apparently the most unhealthy of the divisions, plague and Governmental work is attended with great difficulty and danger. Frequent outbreaks of fever keep the Government officers back from their work, and

the death roll is a serious one. One of the principal achievements recorded is the cutting of a new road from Buna Bay to the Yoda Valley goldfield. The greater part of the work was done by the rawest of wild savages—local tribes who until recently refused to submit to or even parley with the Government. By tact and forbearance Mr. Monckton, the Resident Magistrate, and his officers succeeded in winning their confidence, and they came in steadily to assist in felling the huge high and dense scrub through which the road passed.

The difference between the Western Division and the other Divisions," says the report, "has frequently been a subject of remark. As far as native type is considered, the difference between a Western man and a man of the Port Moresby district is as marked as that between a West African negro and a Malay. They are the precise opposites of each other in physiognomy, figure and character. While the Western Division consists almost entirely of low, flat country, the Eastern is a rugged mass of mountains and hills. Neither in their methods of fighting, dancing, or living do they in the least degree correspond with each other. In one matter, however, they are alike, and that is in their intense belief in sorcery. The more acquainted we become with the natives, and more we see that the misapprehension of their action is his fear of, and reliance upon, sorcery. Until this factor is recognised as being ever present in the native mind, the white man will never as much as begin to understand the Papuan character. Even so, it is scarcely possible that any European can ever be in complete sympathy with a native, however much he may wish it. Up to a certain point, and allowing for a little give and take, no mutual difficulties will arise, but at some point or other, before one has got far beyond that point except by a strained and unnatural sympathetic effort. As this phase of the native mind becomes more apparent, the difficulty of grappling with it looms larger. Owing to the fact that there has been no inclination shown by white people to settle in the Western Division, that part of the Possession has not received the same amount of administrative attention as the other parts. It comprises an immense tract of country, the greater portion of which is probably well adapted to sugar culture, and the Fly River drains the greater part of these rich alluvial plains, and is navigable to moderately large vessels for 200 miles or more from the mouth, there can be little doubt that a prosperous future lies before it."

The revenue of the Possession amounted to £22,237, as compared with £15,107 for the year 1902-3. The principal increase was in Customs duties, which yielded £1,460 11s. 7d. more than the previous year. The revenue was supplemented by a grant of £20,000 from the Commonwealth, bringing the total up to £42,237. The total expenditure was £45,733 18s. 4d., leaving the credit balance or, as the Treasurer would call it, a surplus of £3,493 18s. 11d.

The value of the imports was £77,631, the chief items being—Meat, £1,598 (increase, £2,353); tobacco, £2,010 (decrease, £2,813); rice, £2,671 (increase, £1,468); flour, £1,704 (decrease, £1,325); beer, £1,305 (decrease, £1,273); hardware, £1,596 (increase, £1,437); machinery, £1,439; biscuits, £1,347 (decrease, £1,273); butter, £1,273 (decrease, £1,248); sugar, £1,151 (decrease, £1,101); timber, £1,083; other articles, £29,597 (£5,619).

The chief articles of export were—Gold, £55,686 (increase, £15,364); sandalwood, £2,832 (£1,884); copra, £3,633 (£1,511); beche-de-mer, £1,431 (decrease, £5,461); muslin, history, specimens, £1,350 (increase, £900); pearls, £1,235 (£78); other articles, £3,580 (decrease, £2,362).

Beche-de-mer is the only chief article of export showing a decline.

## GERMANY'S HARD TASK.

### RESUME OF THE HERERO REBELLION.

The colonies of Germany have proved expensive failures even in the times of peace, but the particular colony of German South-West Africa, with its present widely-scattered, harassing war, is nothing less than a tragedy of bad administration with the inevitable nucleus of native trouble.

Before 1884 what is now German South-West Africa was the happy hunting ground of a few adventurous spirits, German, English and Dutch, who shot big game and traded with the natives. Some German missionaries also laboured in this uninviting district, over which Capetown exerted a very slight authority.

In 1884 a German named Luederitz bought a concession from a Hottentot in the South, and in 1884 Prince Bismarck proclaimed a protectorate over all the territory between the Orange River in the south and Portuguese West Africa in the north, the area being finally arranged at 322,400 square miles, containing a native population of 250,000, made up of tribes of Kafir and Hottentot blood, some half-castes, and a few Bushmen.

The colony has suffered almost continually from drought and pestilence from the false economy of the German Government. The military strength has always been inadequate, and the expenditure on useful works meagre.

## KIDNEY DISEASE TAKES YOU UNAWARES.

Until kidney disease has reached a serious stage, it seldom gives any more serious warning than a pain or dull ache in the back, urinary disorders, rheumatic pains, impurity of the blood, dropsical swellings, dizziness, or irregular heart. This is the reason it is so generally fatal, for often the sufferer does not know these warnings are signs of kidney disorder.

Recognising the great need of a medicine that would act on the kidneys alone, without weakening the system by affecting the bowels, James Doan devoted many years of his life to the study of it, and the perfection of his Doan's Backache Kidney Pills. This medicine is made from pure vegetable roots and herbs which act on the kidneys only. Doan's Pills are a special kidney help. When a cold, misuse of beer, spirits and tea, or any other cause, puts extra work on the kidneys, Doan's Pills give the additional help needed: when the delicate kidney tissue is weakened or clogged, Doan's Pills strengthen and cleanse it; when the bladder walls and urinary passages are inflamed and clogged with impurities, Doan's Pills destroy the infection and remove the cause, by driving out the clogging poisons. The genuine Doan's Backache Kidney Pills cure, not only the disorder, but the cause; they give tone to the kidneys themselves, by taking them just the constituent parts necessary to rebuild them back to their natural strength.

Doan's Backache Kidney Pills are 2/9 a box, or 13/9 for 6 boxes. To be had of all chemists and medicine-droppers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price. [73-26]

The natives showed no love for their new masters, whose severity was not moderated by tact. Hendrik Witbooi, the Hottentot chief, fought the Germans for more than two years, yielding only on favourable terms, as the natives were quick to notice. There was a slight trouble with the Hereros (who are of Kaffir blood) in 1896, and then the Germans settled down to peaceful development with inadequate resources.

In November 1903 the Bondelswart Hottentots blazed up in insurrection at Warmbad in the extreme south, the immediate cause being the execution of a chief by a German officer. At that time there were only 800 soldiers in the whole of the vast territory. The colonists numbered about 3,500.

A hastily-organised column hurried from Windhoek, in the centre of the colony, and after three very anxious months the rebellion was put down.

In the meantime, in January 1904, the Hereros had taken advantage of the absence of troops from the centre of the colony, and rose in their turn, setting the real war, which is still devastating the country. Massacres and looting followed. Windhoek was threatened. In February troops from Germany began to pour into the country, but could make little headway against the Hereros, who were on the march, and only relieved after desperate fighting.

In March, Major van Glesennapp, with ten officers and thirty-six men, lost touch with his main body, and was surprised by the Hereros, losing seven officers and nineteen men killed.

In the same month it was officially announced that 5,000 Hereros were in the field. In April, Von Glesennapp took his revenge by defeating a force of 4,000 Hereros, killing 390 of them.

Things looked so bleak at the beginning of May that Colonel Luederitz, the Governor and Commander-in-Chief, advised urgently for 1,500 men and all the batteries of artillery. The German Government thereupon appointed Lieutenant-General von Trotha as Commander-in-Chief of the Force, and he arrived at Swakopmund on 13th June, 1904. This ends the first stage of the war.

The fighting had been mainly in a wide area north of Windhoek. The bravest efforts of the Germans had been thwarted again and again by want of water, as was the case in our campaigns in Somalia. Including the murders of soldiers the German losses amounted to about 600 dead.

General von Trotha found himself with 8,000 officers and men and sixty guns opposed to about 15,000 Hereros, many of whom had rifles. In August he advanced in force to crush the Hereros, who were entrenched in the Waterberg district, about 200 miles north of Windhoek, but after a severe battle, resulting in nearly 100 casualties to the Germans, the Hereros, after losing 1,450 of their men and thousands of cattle, managed to escape.

In October the greatest disaster of the war befell the Germans. Hendrik Witbooi and his clan, who had hitherto fought for the Germans, rebelled. The Witboois occupy the Gibeon district 25 miles south of Windhoek, and so a new campaign in the south began. The reason for this defection was probably the appointment of General von Trotha over the head of Colonel Luederitz, whom the Witboois regarded as the embodiment of German authority. The story that a missionary of the Ethiopian Church was the cause is probably incorrect. The outlaw Morenga and the Bondelswarts (who had been "pacified") joined Hendrik Witbooi, and the situation in the south became hopeless. By now the Germans had 19,000 men in the field. The number has been nearly doubled since.

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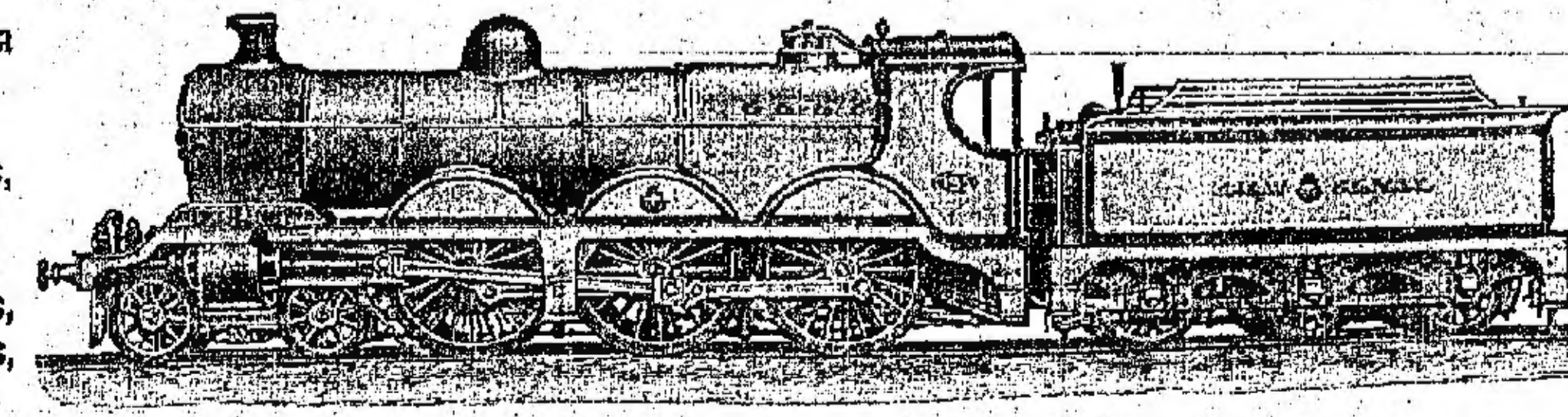
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## SHIPPING.

**ARRIVALS.**  
**ATLANTIC.** American str., 960. Alhaguer, 1st Oct., Manila 28th September, General.  
**CHARTERHOUSE.** British str., 1278. R. S. Bainbridge, 2nd Oct., Samarang 13th Sept., Sourabaya 17th, Singapore 25th and Hoihow 2nd Oct., Singapore.  
**GERMANIA.** German str., 1713. J. Petersen, 1st Oct., Kobe 28th Sept., Calcutta, Jensen & Co.  
**HINDAL.** Norwegian str., 962. Johnson, 1st Oct., Nankin 26th Sept. and Woonsoong 27th, General—Doddell & Co.  
**LOONGHANG.** British str., 1082. A. E. Sandbach, 2nd Oct., Manila 28th Sept., General—Jardine, Matheson & Co.  
**LOYAL.** German str., 1582. L. Lorenzen, 2nd Oct., Tientsin 28th Sept., Salt, Sandor, Wier & Co.  
**LUCIA.** Victoria, Italian str., 554. John Boardman, 1st October, Kwang Chow Wan 30th September, General—Y. P. Musso & Co.  
**NATHAN.** British str., 1522. R. I. Fairley, 2nd Oct., Rangoon 18th Sept., Rice, Japanese.  
**OCCEANIC.** French str., 2528. General, 2nd Oct., Messageries Maritimes.  
**POLYNESIA.** French str., 6568. Broc, 2nd Oct., Yokohama and Shanghai 25th Sept., Mails and General—Messageries Maritimes.  
**PROMETHE.** Norwegian str., 714. E. Jorsten, 2nd Oct., Aomori 25th Sept., Amoy 30th and Swatow 1st Oct., General—Osaka Shosen Kaisha.  
**RAKABAH.** German str., 1159. G. Wendig, 1st Oct., Bangkok 21st Sept., Rice and Mails—Butterfield & Swire.  
**SHANGHAI.** British str., 1397. Northcote, 2nd Oct., Shanghai 28th Sept. and Amoy 1st Oct., General—Butterfield & Swire.  
**TAIYUAN.** British str., 1459. L. Dawson, 2nd Oct., Sydney 11th September, General—Butterfield & Swire.  
**WESMAN.** British str., 1127. H. F. Makin, 1st Oct., Tientsin 28th Sept., Chefoo 20th, General—Jardine, Matheson & Co.  
**ZARFUS.** British str., 1618. R. Redger, 2nd Oct., Manila 30th September, General—Sheehan, Tomes & Co.

## DEPARTURES.

2nd October.  
**KAPING.** British str., for Yokohama.  
**SHERIA.** American str., for San Francisco.  
**YUBA.** British str., for Seattle.

## SHIPPING REPORTS.

The Norwegian str. *Prometia* reports: N.E. gale in the Formosa Channel; fine north of Hongkong.

The British str. *Shanghai* reports: Strong monsoon, heavy rain, following sea to Breaker Point; these freshen to port.

The British str. *Yokohama* reports: Light variable winds with smooth sea till 3 p.m. on the 1st inst. Thence moderate to strong N.E. breeze with moderate beam sea till arrival.

The British str. *Charterhouse* reports: Moderate S.W. winds from Singapore to Padang, thence northerly winds. On 28th ult. at 4 a.m. encountered severe typhoon in the Leyte Gulf, blowing with hurricane over the ship at 6 p.m. Wind blowing from the N.N.W. and afterwards from S.S.W. with mountainous sea; all movable deck fittings washed overboard, steam pipes forced off decks, and tarpaulins repeatedly washed off hatches large quantities of water going below.

## VESSELS IN DOCK.

2nd October.  
**ABERDEEN DOCKS.**—*Pompey*, Clustering Dundas, *Empress of China*, *Kaiyuan*, *St. Dunstan*, *Albatross*.  
**COSMOPOLITAN DOCK.**—*Prometia*.

## VESSELS ON THE BERTH

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND FOCHOW.**  
**THE Company's Steamship**  
**"HAIMUN."**  
 Captain A. J. Robson, will be despatched for the above ports TO-DAY, the 3rd Oct. at 3 p.m.  
 For Freight or Passage, apply to  
**DOUGLAS LAUREL & CO.,**  
 General Managers.  
 Hongkong, 30th September, 1905. [2270]  
**FOR SINGAPORE, PENANG AND CALCUTTA.**

## THE Steamship

**"ARRATON APCAR."**  
 Captain E. Fey, will be despatched for the above ports, TO-DAY, the 3rd Oct. at 3 p.m.  
 For Freight or Passage, apply to  
**DAVID SASSOON & CO., LD.,**  
 Agents.  
 Hongkong, 27th September, 1905. [2206]  
**FOR KOBE (DIRECT).**

## THE British Steamer

**"TAISHAN."**  
 Captain J. T. Laing, will be despatched for the above port TO-MORROW, 4th October, at Noon.  
 For Freight, apply to  
**BRADLEY & CO.,**  
 Agents.  
 Hongkong, 29th September, 1905. [2242]  
**JAVA-CHINA-JAPAN L.I.N.**

**FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.**  
 (taking cargo to all ports in Netherlands India on through bill of lading).  
**THE Steamship**  
**"TJIMAH."**  
 Captain Brown, will be despatched for the above ports on or about 7th October.  
 For information as to Freight and Passage, apply to the  
 Head Agent of the  
**JAVA-CHINA-JAPAN L.I.N.**  
 (Alexandra Buildings, 3rd Floor).  
 Hongkong, 30th September, 1905. [2251]  
**REGULAR**  
**STEAMSHIP SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
**PROPOSED SAILINGS FROM HONGKONG.**  
 1905.  
**"SATSUMA"** ... 10th Oct.  
**"SEIKI"** ... 26th Oct.  
**"WIRAY CASTLE"** ... to follow.  
 For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
 Agents.  
 Hongkong, 20th September, 1905. 2195-2193

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON & ANTWERP	BRECKLEUGH	Brit. str.	—	Reid	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 25th inst.
LONDON, AMSTERDAM & ANTWERP	ALGONOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON, AMSTERDAM & ANTWERP	DIONED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
MARSEILLES, LONDON & ANTWERP	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
MARSEILLES, LONDON & ANTWERP	POLYNESIA	Brit. str.	—	Broc	MESSAGERIES MARITIMES	To-day, at 1 p.m.
BREMEN, VIA PORTS OF CALL	BAROTSE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	BAHREN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 11th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINIE	On 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Röden	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVOYA	Ger. str.	k. w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAPORE	Ger. str.	k. w.	Jahurr	HAMBURG-AMERIKA LINIE	On 15th Nov.
TELESTE, VIA SINGAPORE, &c.	C. FERD. LAEBSZ	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	About 29th Nov.
GENOA, MARSEILLES & LIVERPOOL	SILESIA	Brit. str.	1 m.	L. de Stabile	BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL	CHINOVO	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 10th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	—	Petersen	DODWELL & CO., LD.	On 7th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	—	SHEWAN, TOMES & CO.	On 20th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	THANIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHANMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LIMITED.	On 14th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PINGQUEY	Brit. str.	1 m.	Metzenbach	BUTTERFIELD & SWIRE	On 7th Nov. at Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	McArthur	PORTLAND & ASIATIC S.S. CO.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA, TIMOR	AUSTRALIAN	Brit. str.	1 m.	McArthur	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	CHINGTUNG	Brit. str.	—	Wolters	BUTTERFIELD & SWIRE	On 17th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA, &c.	PRINZ WALDEMAR	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 15th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	POONA	Brit. str.	—	J. T. Laing	BRADLEY & CO.	To-morrow, at Noon.
KOBE (DIRECT)	WESMAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th inst. at 3 p.m.
TIENSIN VIA SWATOW & CHEFOO	KWONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 5th inst.
SHANGHAI	SHANGHAI	Brit. str.	1 m.	G. M. Montford	P. & O. S. N. Co.	On 5th inst. at 10 a.m.
SHANGHAI	FORBES	Ger. str.	1 m.	Haraldsen	OSAKA SHOSHEN KAISHA	On 8th inst. at 10 a.m.
SHANGHAI	DAIJI MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	To-morrow, at 10 p.m.
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Thorstensen	BUTTERFIELD & SWIRE	On 9th inst.
SWATOW, CHEFOO & TIENSIN	KANFU	Brit. str.	—	A. J. Robson	DOUGLAS LAUREL & CO.	To-day, at 9 a.m.
SWATOW, AMOY & FOCHOW	HAINAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA	TEAN	Brit. str.	—	R. Redger	JARDINE, MATHESON & CO.	On 8th inst. at 4 p.m.
MANILA	LOONGHANG	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	On 7th inst. at Noon.
MANILA	RUBI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst. at Noon.
MANILA	SUNGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
CEBU & ILOILO	TIJMAH	Dut. str.	1 m.	Browners	JAVA-CHINA-JAPAN L.I.N.	About 7th inst.
BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR	TIJMAH	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	E. Fey	DAVID SASSOON & CO., LD.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 10th inst. at 3 p.m.
SINGAPORE, SOERABAYA & SAMARANG	FOOHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Delbato	CARLOWITZ & CO.	On 12th inst. at Noon.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**  
**PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**  
**STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.**  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STRAMERS	SAILING DATES
WEDNESDAY	11th October
WEDNESDAY	25th October
WEDNESDAY	8th November
WEDNESDAY	22nd November
WEDNESDAY	6th December
WEDNESDAY	20th December
WEDNESDAY	3rd January
WEDNESDAY	17th January
WEDNESDAY	31st January
WEDNESDAY	14th February
WEDNESDAY	28th February

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at Noon, the Steamship "BAYERN," Captain Forster, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 9th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 10th October; and Parcel Specie will be received at the Agency's Office until Noon, on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
**FOR**  
**+ SHANGHAI** ... "KWONGSANG" Wednesday, 4th Oct. 3 p.m.  
**SINGAPORE, SOERABAYA and** ... "FOOHING" ... Wednesday, 4th Oct. 3 p.m.  
**SAMARANG** ... "WOSANG" ... Friday, 6th Oct. Noon.  
**TIENSIN VIA SWATOW and CHEFOO** ... "LOONGSANG" ... Friday, 6th Oct. 4 p.m.  
**\* MANILA** ... "KUTSANG" ... Tuesday, 10th Oct. 3 p.m.  
**\* SINGAPORE, PENANG & CALCUTTA** ... "KUTSANG" ... Tuesday, 10th Oct. 3 p.m.  
 \* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
 \* Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usuka, Jesselton and Labuan.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS. 18  
 Hongkong, 30th September, 1905.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**FOR**  
**SINGAPORE, COLOMBO & TIENSIN** ... F. E. Andrews, R.N.R. ... Noon, 3rd October ... Freight only.  
**BOMBAY** ... F. E. Andrews, R.N.R. ... Noon, 3rd October ... Freight only.  
**SHANGHAI** ... (COROMANDEL) ... G. M. Montford, R.N.R. ... About 5th October ... Freight and Passage.  
**LONDON &c. VIA USUAL PORTS** ... YUBIA ... F. J. Fox ... Noon, 7th October ... See Special Advertisement.  
**YOKOHAMA VIA SHANGHAI** ... POONA ... C. R. Longden, R.N.R. ... About 15th October ... Freight only.  
**MOJI and KOBE** ... C. R. Longden, R.N.R. ... About 15th October ... Freight only.  
**LONDON and ANTWERP** ... PERA ... A. L. Valentini ... About 25th October ... Freight only.  
**VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and** ... A. L. Valentini ... About 25th October ... Freight only.  
**MARSEILLES** ... A. L. Valentini ... About 25th October ... Freight only.  
 For further Particulars, apply to  
**L. S. LEWIS,**  
 Acting Superintendent.  
 Hongkong, 2nd October, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO

**PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.**  
**OPERATING IN CONNECTION WITH THE STRAMSHIP**  
**"ARABIA"** ... 4488 ... Metzenbach ... November 7th, 1905.  
**"ARAGONIA"** ... ... Metzenbach ... November 20th, 1905.  
**"NICOMEDIA"** ... ... Metzenbach ... December 22nd, 1905.  
**"NUMANTIA"** ... ... Metzenbach ... January 7th, 1906.  
 Through Bills of Lading issued to Pacific Coast Points and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**S. SILVERSTONE, ACTING GENERAL AGENT.**  
 Hongkong, 30th August, 1905. 113

## HAMBURG-AMERIKA LINIE.

**OSTASIATISCHER DIENST.**  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

**SUBJECT TO ALTERATION.**  
**DESTINATIONS.**  
**"SILESIA"** ... (HAMBURG & HAMBURG) ... On 8th Oct. Freight & Passengers.  
**"SUEVIA"** ... (HAMBURG & HAMBURG) ... On 13th Oct. Freight.  
**"SLAVOYA"** ... (HAMBURG & HAMBURG) ... On 18th Oct. Freight & Passengers.  
**"SEGOWIA"** ... (HAMBURG & HAMBURG) ... On 1st Nov. Freight.  
**"SENEGAMBIA"** ... (HAMBURG & HAMBURG) ... On 15th Nov. Freight.  
**"C. FERD. LAEBSZ"** ... (HAMBURG & HAMBURG) ... About 29th Nov. Freight.  
 \* Special attention of intending passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amusements. Lighted throughout by electricity. Duly qualified doctors are carried.  
 For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE.**  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amusements. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Redger	Manila	Sat., 7th Oct., Noon.
RUBI	2540	A. H. Notley	Manila	Sat., 14th Oct., Noon.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS. 115  
 Hongkong, 30th September, 1905.

## HONGKONG-NEW YORK.

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
**S.S. "ALSTON"** ... On 20th October.  
 For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS  
 Hongkong, 5th September, 1905. [1004]

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**FRENCH MAIL STEAMERS.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO/ADEN EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**

**THE Steamship**  
**"POLYNESIA."**  
 Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd October, at 1 p.m.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:  
**S.S. "CALEDONIAN"** ... 17th Oct.  
**S.S. "OCEANIAN"** ... 31st Oct.  
**S.S. "SALAZAR"** ... 14th Nov.  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 20th September, 1905. [2]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at MANILA, TIENTIN, PORT DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
**"AUSTRALIAN."**  
 Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 4th October, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in saloons.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 18th September, 1905. [2115]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON.**  
 Through Bills of Lading issued for BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

**THE Steamship**  
**"NUBIA."**  
 Captain F. J. Fox, R.N.R., carrying His Majesty's Mails, will be despatched for this for MARSEILLES & LONDON DIRECT via COLOMBO, on SATURDAY, the 7th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 1 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
**L. S. LEWIS,**  
 Acting Superintendent.  
 Hongkong, 25th September, 1905. [1]

**DAMPFSCHIFFS-REHDEREI "UNION" ACTIEN-GESELLSCHAFT.**

**FOR NEW YORK.**  
 With Liberty to Call at the Malabar Coast.  
**THE Steamship**  
**"ALBENGA."**  
 Captain Petersen, will be despatched for the above port on SATURDAY, the 7th October.  
 For Freight, apply to  
**CARLOWITZ & CO.,**  
 Agents.  
 Hongkong, 1st October, 1905. [2132]

**IMPERIAL GERMAN MAIL LINE.**  
**NORDDEUTSCHER LLOYD, BREMEN.**  
**JAPAN-CHINA-AUSTRALIA LINE**  
**VIA NEW GUINEA.**

**STEAM FOR**  
**FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUI, BRISBANE, SYDNEY AND MELBOURNE.**  
 On TUESDAY, 17th October, at Noon, the Steamship "PRINZ WALDEMAR," Captain Wolters, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 21st August, 1905. [2191]







